

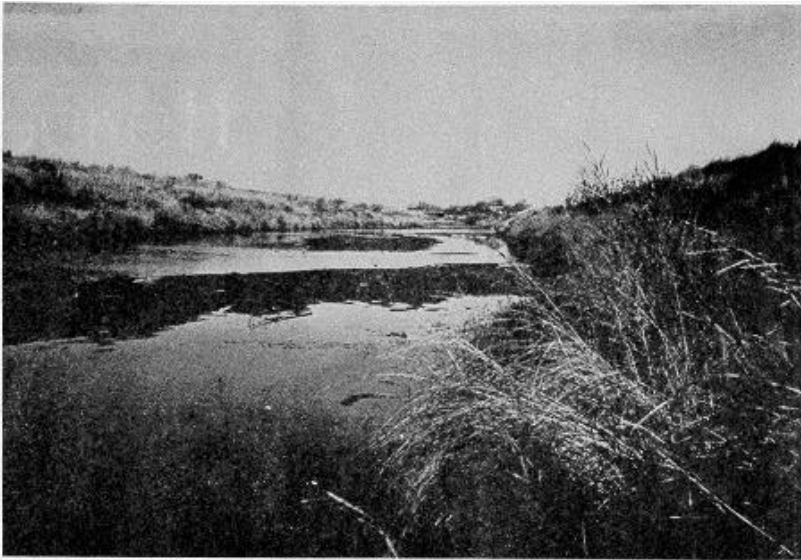
Note to Reader

The following document is a digital recreation of the “Crescent Green Park” study report prepared by the firm of Clark & Enersen, Hamersky, Schlaebitz, Burroughs & Thomsen in 1977.

An attempt to scan the original study report produced a digital product of questionable quality. As such, we have produced a digital facsimile that attempts to duplicate as much of the original document as possible. Not included with this digital recreation are several pages of tables showing specific ownership parcels that were within the proposed park area.

If you have questions concerning this recreation or wish to view the full report in person, please contact the Planning Department at (402) 441-7491.

Crescent Green Park



The proposal to establish a park development which would extend along Salt Creek from the north end of Wilderness Park to the City Landfill site is one that has been included in the City's comprehensive plans since 1961. "Crescent Green" is the name given to the project in 1964 when Professor Dale Gibbs used it as a design problem for his undergraduate students in architecture.

In implementing this plan, it would be well to understand what Crescent Green is and what it is not. It is not an extension of Wilderness Park, nor is it a Greenbelt in the true sense; nor is Salt Creek the Arno, Seine, Meuse or Brenta -- it is a necessary water channel.

The Salt Creek, as it wanders along the west edge of the city, touches all of the sites which were important to the founding of the county and city. The first cabins were built on its banks; the first county assembly was held under a giant elm near the Burlington yards; the first industry and the whole

reason for the city was to be found in the salt flats. Early settlers described magnificent stands of honey-locust, elm and cottonwood -- droves of antelope and fields of giant sunflowers. Later on, the Steam Road from Nebraska City was to cross Salt Creek near the town of Yankee Hill.

Inevitably, the developing city erased the "history" and permanently altered the character of the water course. Urbanization changed the gentle stream into a channel for flood water and effluent, and industry nudged the banks, replacing the majestic timber stands. A landscape element had become a strictly utilitarian conduit, something to be hurdled, ignored and suffered.

When Wilderness Park was established, it was carefully pointed out that the name, while appropriate in a general sense, was technically a misnomer in that the area was too small and not a primitive area free of man's manipulation. The area under construction now is in sharp contrast to the park land south of it. Its general characteristics are a narrow channel diked on either side, treeless with a highly variable stream flow frequently bridged for railroads and highways.

Even in its changing role, the stream was still able to save for the city an important strip of land not suited to buildings but useful as a permanent open space that could one day be reclaimed as a linear park with trails linking playfields and sports areas by paths stretching eight miles without interruption. In addition to this, the visitor has a perspective of the city which seems unique--he finds himself "in" the city, but not "of" it.



The plans shown in reduced form on the following pages utilize 2431.66 acres of public land held by:

Lower Platte South Natural Resources District
City of Lincoln
Nebraska Department of Roads
Nebraska State Fair Board

It is proposed to acquire 739.08 acres of privately owned land to fulfill the city's need for open space and recreational areas.

The development along the water course itself will generally consist of bike trails and paths which may ride along the crest or duck under bridges, a maintenance road, and plantings wherever they will not interfere with the channel's prime function of carrying flood water.

The following course of activity is recommended to the

city:

1. Adopt the plan
2. Develop agreements between political entities
3. Appraise the value of private property to be acquired
4. Establish priority of acquisition
5. Establish bike trails
6. Commence reforestation
7. Establish playfields and other activity areas

Special Considerations:

Pioneer Park Approach

The plan assumes the eventual development of the west bypass and thus takes advantage of certain benefits. The first of these would be the development of a more attractive approach to Pioneer Park by means of a realignment of Van Dorn Avenue so that it passes under the elevated bypass and then follows Haines Branch to the main entrance of the park. Such a route eliminates intersections and provides the possibility of a landscaped parkway.



A second benefit would be the provision of bike trails along side the highway connections to “K” and “L” Streets. The paths could either be located underneath the connecting structures or built upon them as an additional lane. In any case, it would seem possible to bring pedestrian and bicycle traffic from Crescent Green up to the general area of the County-City Building, thence down “J” Street to the Capitol. From the Capitol grounds, it is then a short distance to connect with another system of trails along Antelope Creek.

West “O” Approach

The plan suggests that, by a proper development of plantings along the overpass approach, the visitor’s first impression of the city may be enhanced to a considerable degree. The plantings on the areas shown to be acquired would screen certain undesirable views and concentrate the motorist’s

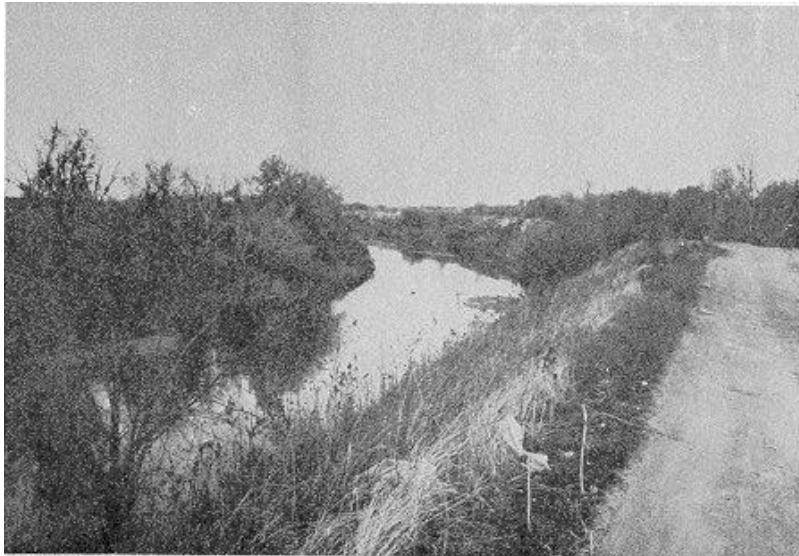
attention on the downtown skyline.

Once across the bridge, the same treatment in more modest form would provide substantial aesthetic benefits even though the filling station and other commercial enterprises remain.

In this general area it would seem possible to provide a campground for visitors. Developing such a facility in a pleasant environment close to the heart of the business center would provide a ready welcome to the visitor and make him a customer for other services near at hand. It should be noted that European cities have long had a policy of providing campgrounds on their prime sites. In Florence, for instance, the foreground of Michelangelo’s Terrace is filled with campers and one could scarcely imagine a more dramatic situation than this with Michelangelo’s David behind, the Arno at one’s feet, and a perfect view of the Duomo in the distance.

University Playfields

Playfields have been shown between the Creek and the Interstate access between Vine and Claremont Streets. It is thought that these might be a useful addition to the University’s limited recreation areas. Access could be through the underpass at Charleston Street.



Parkway

The plan does not suggest that the maintenance roads should be developed beyond the present requirement to serve maintenance vehicles. At this time it does not seem necessary to admit the general public in automobiles since the effect would diminish the use of the paths and bike trails. The convenience of such a road for the general motorist is hampered by the presence of gates at all road crossings.

The stretch from Cornhusker Highway to the Landfill Park, however, presents a more attractive situation for the automobile. Except for Superior Street there are no intersecting roads to interrupt travel and this portion of the Creek is bordered by some of the most attractive open fields and changing landscape. The development of the road into a modest parkway would, in addition to revealing this pleasant area, provide another means of access to future park and the

landfill site.

Wetlands and Forests

It is recommended that wherever possible the open areas be reforested. That is not to say that meadows along the northern reach should be filled in with trees, but that judicious forest plantings be established to enhance the areas, screen the undesirable, provide additional habitat for wildlife, and another breathing space for man.

By the same logic, it is earnestly recommended that the wetland adjoining the Landfill Park be preserved with only limited intrusion by man. The plan suggests that acquisition of the property directly north of the park which would double the wetland under public control

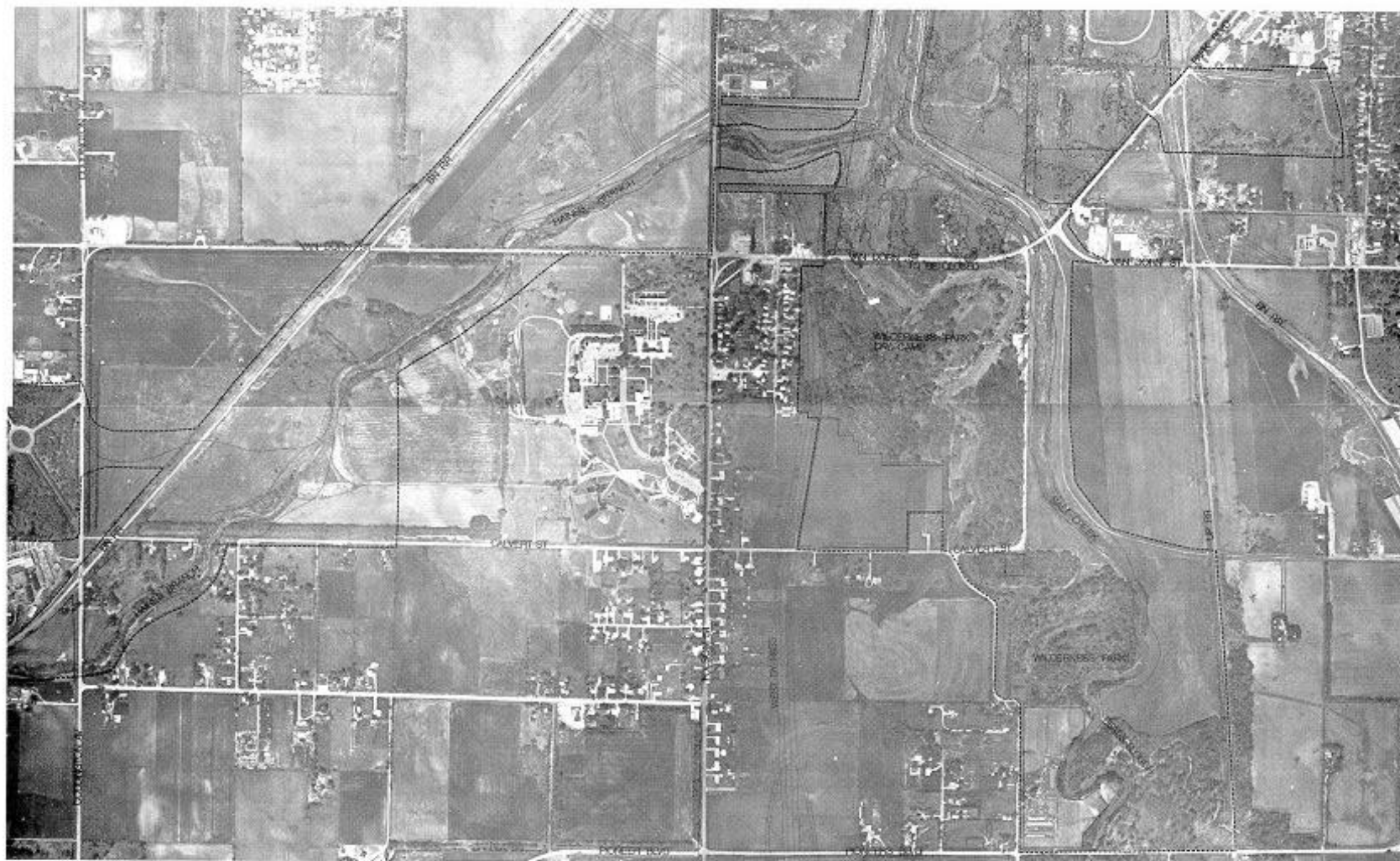
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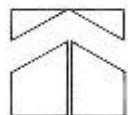
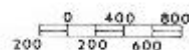
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History of Lancaster Co., Then & Now, Elinor Brown, 1971

Wilderness Park, Clark & Enersen, Hamersky, Schlaebitz, Burroughs & Thomsen, 1972



AREA 1



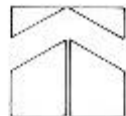
CRESCENT GREEN PARK
PIONEER PARK CONNECTION
JANUARY 12, 1977

CLARK &
ENERSEN
HAMERSKY
SCHLAEBITZ
BURROUGHS &
THOMSEN



AREA 2

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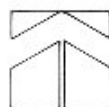
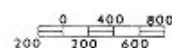
CRESCENT GREEN PARK
SEACREST PARK CONNECTION
JANUARY 12, 1977

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AREA 5



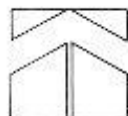
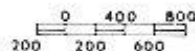
CRESCENT GREEN PARK

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AREA 6



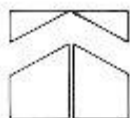
CRESCENT GREEN PARK
ARROW AIRPORT CONNECTION
JANUARY 12, 1977

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BURROUGHS &
THOMSEN



AREA 7

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CRESCENT GREEN PARK
CITY LANDFILL PARK CONNECTION
JANUARY 12, 1977

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SCHLAEBITZ
BURROUGHS &
THOMSEN

LOWER PLATTE SOUTH NATURAL RESOURCES DISTRICT

Mr. Hal Schroeder, General Manager of Lower Platte South Natural Resources District, has provided the following notes on the history of controls along Salt Creek and his comments on the participation which might be expected from Lower Platte South NRD.

Sanitary District #1 had responsibilities for flood control and, to some degree, treatment of municipal waste water on Salt Creek through Lincoln. Their activities span a time frame from 1891 through 1962. Considerable right-of-way was acquired by the Sanitary District along Salt Creek to carry out their responsibilities, and informal agreements were made between the Sanitary District and such other governmental agencies as the City of Lincoln, the State Fair Board, and, to a limited degree, the State Department of Roads for the use of property of these agencies by the Sanitary District. This is important because the use of these properties for purposes other than flood control, such as park purposes, would be subject to approval by the agency involved.

The Salt Valley Watershed District succeeded the Sanitary District in 1962, assuming the responsibilities of that organization for flood control activities.

As the local agency responsible for the acquisition of right-of-way along Salt Creek needed to construct the levee system designed and built by the Corps of Engineers, as a part of the Salt Creek and tributaries project, the Watershed District acquired certain additional right-of-way to permit the Corps of Engineers' project to be constructed. In some instances, this acquisition was in fee, with title taken by the District, but in many areas, only an easement for flood control purposes was obtained.

Upon formation of the Natural Resources District on July 1, 1972, the right-of-way under control of the Watershed District and the operation and maintenance responsibilities of the predecessor organizations, became the responsibility of the Natural Resources District.

The precedent set by the procedures used in establishing a Wilderness Park would seem to be appropriate for Crescent Greens. The Natural Resources District would permit access to right-of-way under its control, would acquire additional rights for public access where existing easements are not adequate, would provide technical assistance to the operating agency in determining the uses which might be made of areas subject to some degree of flooding hazard, and would incorporate in its operation and maintenance programs those activities permitted by NRD statutes which would be compatible with park use.

This might include planting of trees, shrubs, and grassland areas, construction and maintenance of fences, gates, trails, and other access control measures, and the establishment of appropriate wildlife habitat areas.

The one- and six-year plan of the District includes a section on the proposed Crescent Green area. This plan assumed the inclusion of this area in the comprehensive plan for Lincoln City / Lancaster County, and included provisions for District participation in the activities previously described.

The Directors of the Natural Resources District have consistently expressed willingness to cooperate with other political sub-divisions and agencies, in matters of mutual interest, and a high degree of cooperation can be expected in the development of the Crescent Green area.